



TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, February 2, 2005 - 6:00 pm

San Bruno City Hall

567 El Camino Real

San Bruno, CA 94066

MINUTES

1. ADMINISTRATIVE ACTIONS -

A. ROLL CALL

<u>TSPC Members:</u>	<u>Present</u>	<u>Absent</u>
(Chair) Sol Weiner	X	
(Vice-Chair) John Giuseponi	X	
Peter Jalilie	X	
Doris Maez	X	
Stephen Pieraldi	X	

Staff in Attendance:

Merrill Buck, Public Works Department
Nader Dahu, Public Works Department
Scott Munns, Public Works Department
Marc Catalano, Police Department
Jennifer Shapona, Public Works Secretary

Public in Attendance:

See attached "Sign-in Sheet"

Appointment of New Chair:

Doris Maez nominated Sol Weiner as the continued Chair of the Committee.

Peter Jalilie nominated Stephen Pieraldi as the Vice-Chair. (All in favor, 5-0-0)

Approved.

2. APPROVAL OF MINUTES

Minutes were approved from the following meetings:

6/9/04 – motion to approve by John Giuseponi, second by Stephen Pieraldi (M/Giuseponi, S/Pieraldi: 5-0-0) Approved.

9/9/04 – motion to approve by Stephen Pieraldi, second by Doris Maez (M/Pieraldi, S/Maez: 5-0-0) Approved.

10/27/04 – motion to approve by Peter Jalilie, second by Doris Maez (M/Jaililie, S/Maez: 5-0-0) Approved.

3. COMMUNICATIONS FROM CITY COUNCIL

- A. The annual report from the TSPC went to the City Council.
- B. An application went to the City Council for a bicycle grant project in the City.

4. OLD BUSINESS

A. Merrill Buck reviewed the report from the TSPC Ad Hoc Committee, which was formed to specifically review this issue, regarding a request by City residents to install some sort of traffic calming measures on the 100 and 200 block of Cypress. Merrill Buck noted there were five options listed on the agenda for tonight's meeting and would like a decision to forward to the City Council as a policy decision.

The Ad Hoc Committee gathered additional data from the police department and traffic counts to assist with the decision. The police department noted there were four hit and run accidents per year. The City also gathered traffic data for Cypress Avenue. The speed limit is 25 mph and the average speed tracked was at 30-31 mph for 85% of the vehicles. These speeds were tracked at the lower end of the street, so this may account for a slower speed. The vehicle count on Cypress was 714 versus 171 on Acacia for the day of Wednesday, January 12, as an example. Cypress Avenue is experiencing between 500 and 700 vehicles per day. This confirms a significant amount of traffic on Cypress versus surrounding streets. The vehicles tracked that are above the 85% were tracked and the police were notified of the times that those vehicles are traveling at higher speeds to target for enforcement.

Attached to the agenda are the options recommended by the TSPC for presentation to the City Council.

1. The first option would be speed humps. This would involve developing a policy and criteria for the use and installation of speed humps in the City.
2. The City would then ask the City Council to approve Cypress Avenue as the demonstration project to see if this could be implemented successfully.
3. To create a barrier across Cypress Avenue with the installation of a diverter at the intersection of San Felipe Avenue and Acacia Avenue and street closure at the south end of Cypress Avenue and San Felipe Avenue. Doris Maez commented that this could create some issues for safety personnel going to El Crystal School. Merrill Buck responded that they would be removable ballards.
4. Option of a one-way street, which would probably result in higher speeds, but could be mitigated through traffic enforcement. This would lessen sideswiping of vehicles.
5. Do nothing.

Sol Weiner commented that he was originally against the speed humps, but he saw some in Southern California and was impressed with their ability to slow traffic down, but felt they had poor visibility at night.

John Giuseponi asked about depressions instead of humps. Merrill commented that depressions are used for controlling drainage and would also trap debris and water.

Stephen Pieraldi wanted to make sure the traffic count on Cypress and the disparity with the surrounding streets stood out to the City Council.

Doris Maez stated that she thought the diverter was a great idea, but she is concerned about where all the traffic will go and how it will affect delivering children to school.

Peter Jalilie commented that with a one-way street the hit and runs would not be diminished.

Open Public Comment Period

Merrill Buck received a public comment via phone from a female resident and she was opposed to dead-ending the street. She suggested painting one side of Cypress as a red zone.

Eileen Ash, 118 Acacia, asked where the traffic count machine was located. Merrill Buck responded that it was placed at the end of the 200 block of Cypress. She also commented that people use Cypress as a thru way to get to the STOP sign.

Tina Luther, 241 Cypress, stated there are three entrances to the school and asked if we can close one of the school entrances to make traffic flow to the other two. Stephen Pieraldi responded that the City must meet certain laws based on egress and space to allow a certain number of people to leave a building within a certain time frame. The school's architectural design is poor for safety. The school district needs to re-landscape the whole area.

Heidi Beck, 160 Acacia, stated the principle did tell parents that the gate entrance for the school at Cypress would be locked. She also asked how the diverter would work, as she likes to use the four-way STOP. This means she would have to drive to Elm to be able to use it. She also commented that delivery trucks would have a harder time with the diverter.

Ernie Crillio, 132 Cypress, questioned the accuracy of the traffic counters and he felt the placement did not show the actual excessive speed that takes place in the middle of the block. The counter needs to be placed on the 100 block in the middle of the street. Merrill Buck stated that the City could place counters in additional locations.

Charles Cormany, 241 Cypress, asked for the data of the number of cars running the 4-way STOP at Cypress. Does the City have any information on how much the traffic would reduce with a one-way street? Merrill Buck stated that we would just have to make a logical projection and a one-way street is going to have about half the traffic it currently has.

Don Burns, 150 Cypress, recommended a one-way street with speed humps.

Steve Kennealy, 220 Cypress, would like to see speed humps installed.

Resident, no name or address given, would like to make sure that the City Council is aware of the number of accidents on Cypress.

Mae Stiff, 105 Cypress, asked about another 4-way STOP. Merrill Buck responded that a STOP sign's primary use is to establish right of way, not to be a speed break. Crystal Springs does not have the accident history to warrant a STOP sign.

Richard McKenna, 1052 San Felipe, would like to see the diverter tried for 6 months. He also recommended making Cypress on the 100 block into a cul-de-sac.

Charles Cormany, 241 Cypress, stated that if Cypress is two feet narrower and has five times the traffic, then it does not matter what is done as long as something slows people down.

Anne Marie Jones, 123 Cypress, is against a one-way street, as she feels people will just drive faster.

Ms. Omodt, 192 Cypress, in a letter submitted by John Giuseponi, stated they are against option #3.

Public Comment Period Closed

Doris Maez stated the one comment she heard opposing the diverter is to use a four way STOP. Could the four way STOP be moved? Merrill Buck said this is something that could be reviewed.

Doris Maez asked what the benefit would be of doing a demonstration project first. Merrill Buck stated that it gives the City the ability to get feedback about the project and also establish a City policy.

Stephen Pieraldi motioned that the TSPC offer option #1 coupled with option #2 as a six month plan trial to be presented to the City Council. Peter Jalilie seconded the motion. (M/Pieraldi, S/Jalilie: 5-0-0)
Approved.

5. NEW BUSINESS

A. Request by resident Denise Premenko to install two mid-block crosswalk warning paddles adjacent to Monte Verde School on St. Cloud Drive at Turnberry Drive. Doris Maez asked if the implementation used in the downtown has improved safety or slowed traffic in the past. Marc Catalano responded that the Police Department has not seen a large number of accidents in the downtown area and the paddles warn drivers that someone is in the crosswalk. Doris Maez asked if we could add striping to that as well. Merrill Buck responded that would be a good complement to the paddles. This will be done on a request only basis.

Motion to accept by Stephen Pieraldi, second by John Giuseponi. (M/Pieraldi, S/ Giuseponi: 5-0-0)
Approved.

B. Request by Denis Williams of Peninsula Ford at 601 El Camino Real to modify the existing 2-hour parking regulations along El Camino Real to 4-hour parking. Merrill Buck stated that customers of Peninsula Ford need longer parking time available to be able to purchase a vehicle. John Giuseponi asked if Caltrans would approve this. Scott Munns commented that Caltrans will probably question the lack of uniformity of parking hours on El Camino. Sol Weiner stated we need uniformity of the parking hours or other businesses will start to complain. Merrill Buck stated we approved a green zone at Camino Plaza, so there is a precedent. John Giuseponi stated that we did not grant a change in hours to Grace Honda. Peter Jalilie stated two hours is the standard time and if you give four hours to them, the other businesses will want it as well. Doris Maez asked how we know the cars are being ticketed? Marc Catalano responded that police have gotten complaints regarding this from employees. Sol Weiner stated that businesses need to keep their vehicles off the street or it will set a precedent for other businesses.

Motion not to accept by John Giuseponi, second by Peter Jalilie. (M/Giuseponi, S/Pieraldi: 5-0-0)
Not Approved.

C. Request by Joseph Welch Jr. to install a green zone in front of the Howard Johnson located at 190 El Camino Real. Sol Weiner commented that this is the same issue as the previous request, and people can pull into the parking lot of the hotel if they need to. John Giuseponi agreed that this sets a precedent and does not think it should be approved.

Motion not to approve by John Giuseponi, second by Peter Jalilie. (M/Giuseponi, S/Jalilie: 5-0-0)
Not Approved.

D. Request by Clarita Crabtree to install red curb on northbound Fleetwood Drive at Westborough Boulevard to facilitate the right turn movement.

Motion to approve by John Giuseponi, second by Peter Jalilie. (M/Giuseponi, S/Jalilie: 5-0-0)
Approved.

6. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None

7. REPORT ON ALL STAFF-LEVEL TRAFFIC RELATED ISSUES OR ACTIONS –

A. Merrill Buck stated that the Safe Routes to School Grant was denied to try to implement some updated signage in the City.

B. The TDA Grant for the Sneath Bike Lane was approved, so the City will receive a share of the \$1.2 million to do striping on Sneath Lane and create an official bike lane on the County's bicycle route. On February 17, the Bicycle and Pedestrian Safety Committee will meet and the TSPC will give a three-minute presentation. We will have the result by the next TSPC meeting.

C. The MTC TETAP Grant Application for Shelter Creek Lane/ Cunningham and San Bruno Avenue intersection, which needs a four-way STOP sign. This is an interim measure until there are funds for a signal. The TETAP Grant will offer \$30,000 to do a study, so we applied for a study of the intersection to see if a four-way STOP would improve it and also a follow up study on the results. John Giuseponi asked how soon it would start. Merrill Buck responded it is a local grant, so it will start fairly soon.

D. Marc Catalano stated the Police Department received a few grants this year. One is for \$50,000 from the Office of Traffic Safety for this year. Half will be spent on the purchase 2 hand held radar units and half to speed enforcement. This will go towards having officers work overtime in enforcement in specific areas, such as the Cypress corridor. There will be three pedestrian enforcement periods, where police will be looking for drivers violating pedestrian rights. We also received a seatbelt enforcement grant, so this will also go into overtime for officer enforcement of seatbelt safety. The final grant we applied for is the pedestrian educational awareness campaign, "STOP, LOOK, WAIVE". Funding will allow for spray painting the words into crosswalks. This is a grant from the Office of Traffic Safety. John Giuseponi asked who would maintain the spray painting? Marc Catalano responded that the Police Department can apply for future grants for maintenance. Scott Munns commented that the letter could be done in thermoplastic, but that can get slick when it is wet.

Merrill Buck stated that the Safe Routes to School Grant will look at issues like permanent mounting of speed timing signs near school grounds, or other hazard areas near schools, in case Committee members see any recommended areas to address. Doris Maez has seen the "Reduce Speed when Children are Present" signs, but kids play at schoolyards on Sundays. Marc Catalano agreed that it is more to make drivers aware, but not an enforcement sign.

8. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES –

A. John Giuseponi stated the Caltrain Grade Separation Committee was on a hiatus for a year and a half and now the design phase is progressing. Scott Munns stated the committee is making decisions and getting the City Council involved.

B. Doris Maez stated the Bicycle Committee has been discussing underpasses and the Committee members asked Doris to address the following issues to the TSPC:

1. Timing of signals at ECR/Sneath needs to be reviewed, as the volume of pedestrian traffic will be growing with the Crossing and Tanforan development.
2. STOP and WAIVE Program – want to get drivers to waive back.

Scott Munns responded that for the first request, it is unlikely that the timing will be changed, but the project will cause the signals to be changed out and the timing will be changed also. Both directions of Sneath will have opposing left turn lanes going at the same time, so the timing will be completely changed. Doris Maez asked if there would be a pedestrian countdown at ECR/Sneath. Merrill Buck stated Caltrans has now adopted that as a standard, but they are not ready to implement this everywhere.

9. ADJOURNMENT –

Motion: To adjourn the Traffic Safety and Parking Committee (TSPC) meeting until it's next regular scheduled meeting on March 2, 2005 at 6:00 p.m.

(M/Weiner, S/Pieraldi): 5-0-0 – Approved. Meeting Adjourned, 8:15 pm.